AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings of claims in the application:

LISTING OF CLAIMS:

1-20. (canceled)

21.(currently amended) An autonomous electrically powered vehicle that requires, to power it, a significant mass and/or volume of batteries, said batteries being supported by an independent chassis which is itself equipped with at least one axle fitted with wheels and which is designed to be accommodated in a housing defined under the chassis of the vehicle, the battery chassis having a longitudinal plane of symmetry perpendicular to its axle or axles and a transverse plane perpendicular to said longitudinal plane, and connecting means being provided for connecting the battery chassis and the vehicle chassis, said connecting means comprising~~, on the one hand,~~ locking means for locking the battery chassis and the vehicle chassis together, and~~, on the other hand,~~ an interface on the battery chassis side and an interface on the vehicle chassis side including connectors for the transmission of power and/or commands or information, wherein said interfaces each further comprise the complementary male and female parts of at least one centering member and of at least one interconnection member, the interface on the vehicle chassis side consisting of a plate independent of said chassis and joined to it at least three points, two of which are controlled by rams and the third of which adopts the form of a ball joint.

22.(previously presented) The vehicle as claimed in claim 21, wherein said rams are slaved to the steering of the vehicle and/or to whether the vehicle is traveling forward or backing-up.

23. (previously presented) The vehicle as claimed in claim 21, wherein said centering member adopts the form of two complementary male and female parts that interconnect with a taper.

24. (previously presented) The vehicle as claimed in claim 21, wherein said interconnection member adopts the form of two complementary male and female parts which interconnect in a cylindrical form.

25. (previously presented) The vehicle as claimed in claim 21, wherein said centering member and said interconnection member consist of two distinct parts of the same piece.

26. (previously presented) The vehicle as claimed in claim 21, wherein said connecting means comprises a pair of interconnection members and a pair of centering members, which pairs are symmetric with respect to the longitudinal plane of the battery chassis.

27. (previously presented) The vehicle as claimed in claim 21, wherein said locking means consists of a headed threaded rod which passes through the battery chassis, in a direction parallel to its longitudinal plane or to its transverse plane, and which can be secured to the interface plate.

28. (previously presented) The vehicle as claimed in claim 21, wherein said locking means comprises a pair of headed threaded rods designed to pass from end to end through the battery chassis

and the interface plate, parallel to the longitudinal plane of the battery chassis, and to be held in place by screwing into a nut.

29. (previously presented) The vehicle as claimed in claim 21, wherein :

- said connecting means comprises a pair of interconnection members and a pair of centering members, which pairs are symmetric with respect to the longitudinal plane of the battery chassis ;
- said locking means comprises a pair of headed threaded rods designed to pass from end to end through the battery chassis and the interface plate, parallel to the longitudinal plane of the battery chassis, and to be held in place by screwing into a nut, said threaded rods being coaxial with said interconnection and/or centering members and passing through them.

30. (previously presented) The vehicle as claimed in claim 21, wherein said locking means comprises a threaded rod designed to pass, parallel to the transverse plane of the battery chassis, through the centering and/or interconnection member(s) and, from one lateral edge to the other, through the interface plate, whereas the complementary parts of said centering and/or interconnection members are coupled, said rod being held in place by screwing into a nut.

31. (previously presented) The vehicle as claimed in claim 21, wherein said connectors for transmitting power and/or commands or information are built into said at least one centering and/or interconnection member.

32. (previously presented) The vehicle as claimed in claim 21, wherein the opposite end of the battery chassis to its interface

for connection with the vehicle chassis is roughly convex, when said chassis is viewed from above.

33. (previously presented) The vehicle as claimed claim 21, wherein said battery chassis is equipped with a connection device situated at the rear of said battery chassis.

34. (previously presented) The vehicle as claimed in claim 21, in which said housing is defined under the rear end of the vehicle chassis, wherein, in service, said battery chassis protrudes beyond the rear of the vehicle and is equipped with a bumper and/or impact absorption device in its rear part.

35. (previously presented) The vehicle as claimed in claim 21, wherein the battery chassis furthermore supports a battery charger.

36. (previously presented) The vehicle as claimed in claim 21, wherein the battery chassis furthermore supports an energy conversion device capable of recharging said batteries.

37. (previously presented) The vehicle as claimed in claim 21, wherein said propulsion motor is carried by said vehicle.

38. (previously presented) The vehicle as claimed in claim 21, wherein said propulsion motor is carried by said battery chassis, the motive power being transmitted to the vehicle via a driveshaft.

39. (previously presented) The vehicle as claimed in claim 21, wherein it incorporates an auxiliary motor allowing it to be moved around independently of its connection to said battery chassis.

40. (previously presented) The vehicle as claimed in claim 21, wherein an auxiliary reserve of batteries is provided in the vehicle.